

## Claims

- [c1] 1. A device for controlling specific functions in a load-carrying vehicle when dumping and/or loading the load-carrying platform of the vehicle, the device comprising a maneuvering organ which is arranged in the cabin of the load-carrying vehicle for hand maneuvering by the driver, with the maneuvering organ being coupled to at least one of the brakes of the load-carrying vehicle and to the gearbox of the load-carrying vehicles, so that the device, when activated, may activate the brakes and achieve a neutral position of the gearbox.
- [c2] 2. The device according to claim 1, wherein the maneuvering organ is arranged in such a way that it is within the reach of the driver while the driver simultaneously is maneuvering the steering wheel and the dumping lever of the vehicle.
- [c3] 3. The device according to claim 1, wherein the maneuvering organ is arranged on a panel in the cabin, in the immediate vicinity of the dumping lever of the vehicle, in such a way that the maneuvering organ is within reach of the driver while simultaneously maneuvering the dumping lever with the same hand.
- [c4] 4. The device according to claim 1, further comprising a control unit to which the maneuvering organ, the gearbox, and the brakes are coupled, for controlling the activation of said brakes and bringing the gear load to the initial position when activating the maneuvering organ.
- [c5] 5. The device according to claim 4, further comprising a sensor connected to the control unit for sensing a manual movement of a gear shift lever connected to the gearbox.
- [c6] 6. The device according to claim 4, further comprising a sensor connected to the control unit for sensing the speed of the vehicle with the purpose of maintaining the brakes in a non-active position and the present gear in the gearbox, despite an activation of the maneuvering organ when the speed of the vehicle exceeds a predetermined speed.
- [c7] 7. The device according to claim 4, further comprising a sensor coupled to the

control unit for sensing the pressure in the brakes, and wherein the control unit is coupled to the parking brake of the vehicle for its activation when the brake pressure falls below a predetermined value.

[c8] 8. The device according to claim 1, wherein the device is adapted for use in an articulated dumper.

[c9] 9. The device according to claim 1, wherein the device is adapted for use in a load-carrying vehicle.

[c10] 10. A method for controlling specific functions of a load-carrying vehicle when dumping and/or loading the load-carrying platform of the vehicle, the method comprising:  
detecting maneuvering of a hand maneuvering organ arranged in the cabin of the load-carrying vehicle, and  
activating at least one of the brakes of the vehicle and causing the gearbox of the load-carrying vehicle to assume a neutral position when the maneuvering of the hand maneuvering organ is detected.

[c11] 11. The method according to claim 10, further comprising detecting manual movement of a gear selection lever connected to the gearbox from the neutral position to a gear position when the maneuvering organ is activated, and releasing the brakes when the movement is detected.

[c12] 12. The method according to claim 10, further comprising detecting pressure in the brakes and activating the parking brake of the vehicle when the brake pressure falls below a predetermined value.

[c13] 13. The method according to claim 10, further comprising activating the parking brake of the vehicle when the engine of the vehicle is turned off or when the engine stalls if the brakes have previously been activated and the gearbox has been brought to the neutral position via activation of the maneuvering organ.

[c14] 14. A control device for a load-carrying vehicle with a plurality of brakes and a gearbox having a neutral position, the device comprising:

a control unit coupled to at least one of the brakes and to the gearbox;  
a maneuvering control for operation by a driver, the maneuvering control in-  
signal communication with the control unit, the maneuvering control generating  
a signal for activating at least one of the brakes and for selecting the neutral  
position of the gearbox when the maneuvering control is activated.

- [c15] 15. The device according to claim 14, wherein the maneuvering control is  
arranged adjacent to a dumping lever of the vehicle.
- [c16] 16. The device according to claim 14, further comprising a sensor in signal  
communication with the control unit for sensing movement of the gearbox from  
the neutral position.
- [c17] 17. The device according to claim 14, wherein the control unit receives a signal  
indicative of speed of the vehicle and wherein the control unit does not activate  
the brakes if the indicated vehicle speed exceeds a predetermined level.
- [c18] 18. The device according to claim 14, wherein the control unit receives a signal  
indicative of pressure in the brakes, and wherein the control unit is coupled to  
the parking brake of the vehicle for its activation when the brake pressure falls  
below a predetermined value.
- [c19] 19. A method for controlling a load-carrying vehicle when dumping and/or  
loading the load-carrying platform of the vehicle, the method comprising:  
detecting activation of a maneuvering control by a driver of the vehicle;  
automatically sending a first signal for activating at least one of the brakes of  
the vehicle when OLE\_LINK1 activation of the maneuvering control is  
detectedOLE\_LINK1; and  
automatically sending a second signal for causing the gearbox to select a  
neutral position when activation of the maneuvering control is detected.
- [c20] 20. The method according to claim 10, further comprising terminating the first  
signal for activating at least one of the brakes if the gearbox is moved from the  
neutral position while the maneuvering control is activated.